

UNITED STATES OF AMERICA  
 NATIONAL TRANSPORTATION SAFETY BOARD  
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

MV ETHAN ALLEN,  
 LAKE GEORGE, NEW YORK,  
 OCTOBER 2, 2005

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 \* Docket No.: DCA 06 MM 001  
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Interview of: RICHARD POTTER

National Transportation Safety Board  
 490 L'Enfant Plaza East, S.W.  
 Washington, DC 20594

Tuesday,  
 October 11, 2005

The above-captioned matter convened, pursuant to  
 notice at 3:50 p.m.

BEFORE: BRIAN CURTIS

## APPEARANCES:

BRIAN CURTIS

National Transportation Safety Board

PETER GIONET

New York State Parks

RUSS LAYAL

Warren County Sheriff's Office

HUGH QUIRK

Shoreline Cruises

I N D E XITEMPAGE

Interview of Richard Potter:

By Mr. Curtis

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P R O C E E D I N G S

(3:50 p.m.)

MR. CURTIS: It's Tuesday afternoon at 3:50, and this is Brian Curtis, NTSB, and we're here for a second interview with Mr. Rick Potter, a dockworker for Shoreline Cruises. Rick, we just want to get some additional information and a few more questions for you, if you could. And before we get started, if we could just go around the table and identify ourselves. I'm Brian Curtis, NTSB.

MR. QUIRK: Hugh Quirk, Shoreline Cruises.

MR. POTTER: Richard Potter, Shoreline Cruises.

MR. GIONET: Peter Gionet, New York State Parks.

MR. LAYAL: Russ Layal, Warren County Sheriff's Office.

INTERVIEW OF RICHARD POTTER

BY MR. CURTIS:

Q. Sorry. Rick, we have a few questions regarding the draw water pump. I understand it was changed earlier in the system?

A. Yeah, I believe sometime in the first part of July.

Q. The first part of July?

A. I think. I'm not positive on the date.

Q. Were you involved in --

A. Yeah, I assisted Ted.

Q. Okay. That wasn't written down, as far as you can

1 tell, when it was?

2 A. I couldn't tell you a date exactly off the top of my  
3 head. I don't know.

4 Q. Ted Beaudet, is that correct?

5 A. Yeah.

6 Q. Who asked you to change it and where did it come  
7 from?

8 A. We were -- we wanted to change the impeller out on --  
9 the impeller got -- was worn on it and it started to overheat a  
10 little bit. And when we were putting the changing the  
11 impeller, originally, one of the bolts was stripping out on the  
12 housing, on the plate, the case plate on that, so had to get a  
13 new pump because it was leaking. So we ordered a new pump and  
14 we changed the old pump out.

15 Q. Okay. Let's go back a little bit. Originally, it  
16 was overheating?

17 A. A little bit, I believe, if I remember correctly.

18 Q. Do you know which captain that was with?

19 A. I -- no, I couldn't tell you.

20 Q. And that was the same -- early July, the same time?

21 A. It was about the same time, yeah.

22 Q. And who asked you to change the impeller, originally?

23 A. Again, I couldn't say for sure at this point. I  
24 mean, that was three, four months ago and there's a lot that's  
25 happened since then.

1           Q.   And then the -- so you replaced it, put the new  
2   impeller in, and then following that, how long was it before --  
3   what happened? You say the threads were stripped or --

4           A.   Yeah. There's a brass faceplate that goes on and  
5   there's, I believe, three bolts that go on, that hold the  
6   faceplate on with an oil ring on it. And one of the, one of  
7   the bolts, when we were putting it back in, I don't even know  
8   if we even put a wrench on it, it could've been just finger-  
9   tight, it popped the threads out of there. So it wouldn't seal  
10  back up again. So we had to replace the whole pump.

11          Q.   Any problems encountered when you replaced the new  
12  pump?

13          A.   No.

14          Q.   The pump, we can the one on the vessel has the  
15  housing and the pump and then there's a big base plate.

16          A.   Right.

17          Q.   But it's all one?

18          A.   I believe it's all one unit, if I remember correctly.

19          Q.   So you don't put the impeller cover on? It's already  
20  attached to it?

21          A.   It's already attached.

22          Q.   If you could just quickly go through how you would go  
23  installing that assembly?

24          A.   You got to take the whole -- you just take the whole  
25  thing off and it's -- it runs up in the gear out in front of

1 the motor. And you just mount everything onto the shaft, then  
2 you just tighten the bolts back and make sure you don't over  
3 tighten them.

4 Q. You don't recall any problems putting that pump in?

5 A. It might not have completely cooperated  
6 (indiscernible). You jimmy them around just a little bit to  
7 make everything fit right, you know. We didn't have any  
8 problem with it, not really.

9 Q. So this was the same time as you were replaced the  
10 impeller? It was the --

11 A. It was a couple of days later. We had to order  
12 another pump. We took the boat out of service until we got a  
13 new pump for it.

14 Q. So the boat was out of service?

15 A. For a couple of days, I believe, yeah.

16 Q. So would there be a document (indiscernible) I guess,  
17 would be (indiscernible) the boat being out of service?

18 A. No, they always have an extra boat, anyway, so you  
19 have to tell which one --

20 Q. (indiscernible)?

21 A. (indiscernible).

22 Q. Do you recollect how many days it was out of service?

23 A. Maybe two, maybe three at the most.

24 MR. QUIRK: If we can find the invoice.

25 MR. POTTER: The invoice for the purchase order.

1           MR. QUIRK: It would be like, you know, that day or  
2 the day after.

3           MR. POTTER: Usually it's within -- they got it from  
4 Morgan (ph.), but I'm not sure of the suppliers of the pump,  
5 either. I just gave them the information off the model and the  
6 serial number of the motor and they ordered a new pump for us.

7           BY MR. CURTIS:

8           Q. The -- initially, the impeller, did that have to  
9 purchased or was that off the shelf?

10          A. We had a stock of them.

11          Q. So that was off the shelf, then?

12          A. Yeah.

13          MR. CURTIS: Go ahead, Hugh.

14          MR. QUIRK: Hugh Quirk. Sorry. I was just asking --  
15 if that's the new impeller, that's for the old one now, that  
16 you just left --

17          MR. POTTER: I think we left the new impeller in the  
18 old pump.

19          MR. QUIRK: Okay.

20          MR. POTTER: Yeah. But I'm not positive. But I said  
21 that was --

22          MR. QUIRK: Okay, it's not material.

23          MR. POTTER: -- about three or four months ago.

24          MR. QUIRK: I'm sorry.

25          BY MR. CURTIS:

1 Q. Okay. And the -- so you don't know who the captain  
2 was who stated it was overheated?

3 A. It might've just been -- I couldn't be positive if  
4 that was overheating. I think it was, but it might've just  
5 been that there was an excessive amount -- given the excessive  
6 amount of water in it, and that could've just been the water  
7 come out the shaft on it, on the pump. It could've been for  
8 that reason. I'm not positive which way it was.

9 Q. The pump, how was that purchased? Okay, say you need  
10 a new pump. How was that -- who do you go through and how is  
11 that --

12 A. I would go to either Matt or Jim and inform them that  
13 I need a new -- that we need a new pump, that the one we have  
14 is not -- we can't repair it, that it's not economical for us  
15 to repair it --

16 Q. Okay.

17 A. -- and they would order it for us.

18 Q. So the boat was out of service for some period there?

19 A. Um-hum. Yeah, a day or two.

20 MR. CURTIS: I pass the questioning on to Hugh.

21 MR. QUIRK: No questions.

22 MR. CURTIS: Okay.

23 MR. GIONET: Peter Gionet, New York State Parks. No  
24 questions.

25 MR. CURTIS: Russ?

1 MR. LAYAL: No, no questions either.

2 BY MR. CURTIS:

3 Q. And that was -- Ted Beaudet assisted you --

4 A. I assisted Ted.

5 Q. You assisted?

6 A. Ted used to do most of the -- a lot of the  
7 maintenance on the larger boats for us.

8 Q. Okay.

9 A. And I would give him a hand. I did a lot of -- if it  
10 was like lights or something like that, I would take care of  
11 that.

12 MR. CURTIS: Okay. All right, I guess that's all the  
13 questions we have. It's 3:58. Thanks for coming back in,  
14 Rick. I appreciate it.

15 (Whereupon, at 3:58 p.m., the interview in the above-  
16 entitled matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           Investigation of MV Ethan Allen  
                                  Lake George, New York  
                                  October 2, 2005  
                                  Interview of Richard Potter

DOCKET NUMBER:           DCA 06 MM 001

PLACE:                    Washington, D.C.

DATE:                     October 11, 2005

was held according to the record, and that this is the  
original, complete, true and accurate transcript which has been  
compared to the recording accomplished at the hearing.

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David Martini  
Transcriber